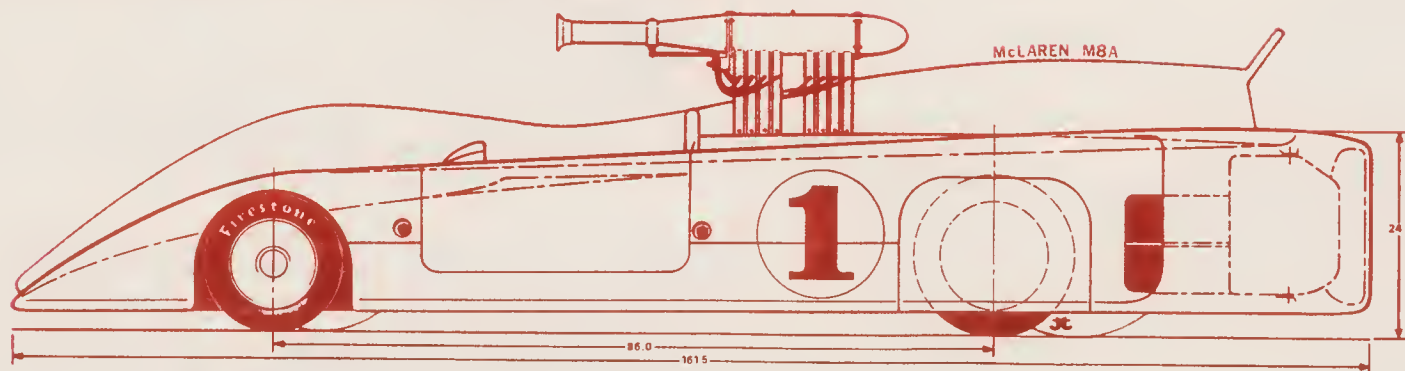


**FIRST DETAILS: SHADOW
LOWEST, MOST RADICAL CAN-AM YET**



**THE
SUMP**

My Corner:

This issue marks the third, or is it fifth, devised by the hand, or is it brain, of this learned editor.

As usual it is a little later than planned. For a number of reasons.

First, even if it had been ready on time, there wouldn't have been a press to print it on.

Second, I was going to print an executive list, but we haven't had the same one long enough in the last few weeks for me to print it. However I am going to try it at last.

I was going to run the results of the questionnaire that I circulated a few months ago, but I haven't received any results, yet...

You will see that Team Sutul won another Autocross, and somebody won the Alaska Highway Rally, if I get the results in time. If I don't, you will just have to take my word for it that someone did indeed win it.

New this month is a feature by Bill Montgomery - "From The Hav's Seat". Mr. Montgomery is receiving an undisclosed salary for this nationally syndicated feature, hope he doesn't break his wrist doing the thing.

Deadline for the next issue will be May 26, 1970. That's WEDNESDAY, two (2) days after the club meeting.

THE SUMP

THE SUMP IS PUBLISHED MONTHLY BY THE EDMONTON LIGHT CAR CLUB, EDMONTON, ALBERTA, CANADA.

Deadline for submissions is the regular Club meeting, for members of the club; or the Twentieth of the month for out-of-club submissions.

Submissions may be made to:

Michael Dean
SUMP EDITOR
105 Laurier Drive
Edmonton 51, Alta.

OR

Michael Dean
SUMP EDITOR
8427 - 112 St.
Edmonton, Alta.

Information about the Edmonton Light Car Club may be obtained from:

Michael Dean, 105 Laurier Dr., 488-7054
Jack Bendle, 9014 - 93 St., 469-4752
Bill Montgomery, #10 11445 - 132 St, 454-5174

Club meetings are held the third Monday of the month at the Lion's Recreation Centre, 113 St. - 111 Ave. at 7:30.



SUPER ACE

DURING A FIT OF MADNESS I SPENT A WEEKEND BECOMING BRUCIE & DENNY'S ARCH-RIVALS.

I AM, NOW, A RACING DRIVER, THOUGH SOME FACTIONS OF THE MOTORING FRATERNITY MAY DISAGREE.

SURPRISINGLY IT'S THAT EASY, ALMOST...

Discovered, when I heard about the school that the deadline for entries was yesterday... today costs an extra 5 bucks. Today being the day they told Bendle that he was supposed to supply marshals for the weekend...perhaps we should charge an extra 5.

Enquired what was required in way of equipment - to wit: seatbelts, helmet, and tubed tires. Showed up at scrutineering with seat-belts, a borrowed hat, and genuine super-gooey almost-bald Autocross tires. Ah Ha!!! Also you need a catch-tank, fire-proof cover-alls, hood-strap, no head-lights, etc.

So sat up all night doing the mods, arrived at track Sunday early aye for second run at the scrutineer - they changed their minds and now you don't need a catch tank, out it comes. Not only that, but the hood strap has to be leather,... walk around the rest of the day holding my trousers up.

A magic formula for fire-proofing Genuine CASC official marshal's coveralls calls for Borax, Boric Acid, and water. Spend all Saturday eve trying to find Borax - NEW Energized Borateem is the best I can do - damn enzymes turn my official

whites into gawd-offal turquoise.

Boy were they cute, thilly thing.

Rinse them out, the hell with the water-proofing. By the time I've done something stupid enough to catch the car on fire I'll probably have wet them anyway.

...with a pair of soggy coveralls that didn't dry on the clothes-line overnight, because some nameless idiot turned the sprinkler on I arrived at the track - which I did about 5 or 6 paragraphs ago.

Proceed to have a convoy around the track, gradually working up speed. Just sat there thinking... Then it happened!!!

Lunch break.

After lunch start going faster. Instructor tells us we can pass slower cars in our own group (consisting of a Mini, Cooper, & another S). Proceed to do so, discovering neat way of passing instructor on inside of bridge. Next lap a little meeting of all drivers - seems some idiot in a Mini had his inside rear-wheel about a foot off the ground under the bridge.

Around the track, suitably chastised, out to Turn 3, a right

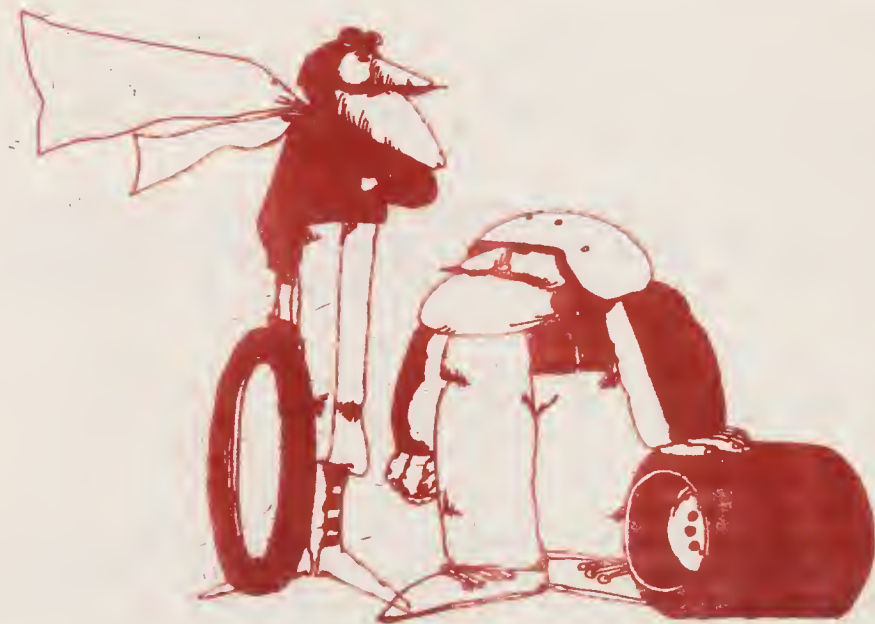
SUPER ACE CARRIES ON:

handler, where I give the marshals a thrilling demonstration of scattering an engine. As I'm coming out of three check the mirror, and the track is obscured by smoke - shut-off heading for the infield. By now the insider is filled with smoke as well, and I was imagining all sorts of neat holes in the engine. Dive from the car, grabbing extinguisher on the way, and open hood. No pools of oil, no holes...strange. Start engine, no smoke - oil pressure OK. Hmmm..

Back into pits, check more. Nothing. Back out.

Turn 3 = great clouds of smoke. Into infield. Nothing again. Back out.

Round the track to 3. No smoke. Whoopee.



Round the track we go. Stopping in the pits long enough to chat with Journal Photog. John Denniston & Paul Campbell who are out rubber-necking. Round the track again. Coming out of bridge get great cloud of smoke, Don Sharp the starter starts dancing frantically...let him know in no uncertain terms that I am well aware of the smoke. Denniston is suitably impressed.

Instructor is on my tail. Get good line on 1 and on through 2, keeping about a 6 length advantage. Setting up for three I watch the mirror too long and end up too low and too fast. Instructor has now closed up the gap as we come out, and looks like he's about 6" off my bumper. Put foot in it, and, as hoped, a great cloud of smoke. Best one yet. When it clears he's a good 200' back. Take that. Try and pass Brucie eh!!!"

Full of false confidence I take the instructor out to show him how great I am.

Leaving the pits, rather trying to, I manage to stall it. Get wrong line for Turn 1, which completely louses up the first part of 2.

Did tolerably well on 3, and followed a Lotus 23 down the inside into 4, swearing that there wasn't room to get under all that traffic. But there was, and had a good line on 4. Managed to louse up 5 and the bridge. And just to complete the image I managed to shift from second to fifth (which isn't there) coming out of the bridge.

Decide to go another lap. Absolutely perfect line for 1, and for 2 as well. Patting myself on the back, when instructor casually mentions that gas gauge is reading empty. As I coolly inform him that I still have a gallon left the engine quits.

Long walk back from out there.

But I actually graduated.



Cheers.

FROM THE NAVIGATORS SEAT

Well, here it is, my first attempt at journalism. If our Editor doesn't edit, our Publisher (bless his heart) publishes, and this navigator continues to navigate there will be a column every month.

CORKSCREW VI - ARC:

April 25-6 saw the sixth running of the Corkscrew out of Red Deer. Route instructions and rally roads were excellent, but Oh those Checkpointers! Everything from kitchen clocks to sun-dials were used. Perhaps that idea of competitors watches isn't so bad after all.

Many exciting events throughout. The first leg was a fast spurt through some 100 miles of Red Deer's finest backroads. Munsie, new car and all, did a great job of keeping us on time. Zeroed first leg, two to go.

Of the 28 starters, the crew least expected to go AWOL (Editors Note: Canadian Press style is "AWL") (PS: Watch it in the future Montgomery) was Lennie & Bennie (or is it versa-vice). They say they mistook a bus-stop for a stop sign and got off route. *But that story about the drunken, gun-toting farmer is a bit MUCH.* Could it be that the Lone Ranger & Tonto still exist?

Bennie does seem to be of Indian extraction as he rides off into the sunset on his stallion "CHARGER", and Lennie HAS been seen at the Riviera unloading silver bullets in exchange for a tray of Alberta's finest. (Editors Query: I didn't know you could get tray service). Stay tuned for further exciting episodes.

The second leg was the beginning of the end. Ten points with a flat. No excuses, but there are a lot of things we're going to have handy next time we change a tire. We weren't as bad off as Hansen though - Carl chose the lesser of two evils coming over the crest of a hill at a concealed TEE. If Carl hadn't buried it & put out a few flares someone else would have done it. I really think the corner should have been marked.

So, eleven points after two legs.

Leg Three. A winner! It seems as if some of the competitors (us included) didn't know that sealed instructions could be opened before the unsealed ones were completed. Lost 3 points trying to map co-ordinates. Doesn't pay to be honest... Big shambles through CP watch error. A big portion of Leg Three is lost.

Leg Three had some of the best rally route I've seen. It even had one of those "sucker-curves" to open sleepy eyes - you know, a straight road for miles, that deeks around a slough in a blind dip. Next rally we'll have a TP dispenser handy.

In all, a well laid out, fast rally. Bouquets to the organisers for fast provisionals & awards.

COMPETITION!



ALBERTA AUTOCROSS RED DEER



Team Sutul, 1969 Alberta Autocross Champions, continued their winning streak on May 10.

They, -Dean, McArthur, & Mel Kibblewhite-, took 1-2-3 in D-Sedan and First and Third overall.

Ian's "S" with about 100hp, compared to last year's 82, wasn't running, and mine, now with 85 was in many pieces in the garage, so we borrowed Mel's 998 Cooper with 55hp, which was in Calgary.

We arrived in Red Deer in a very ancient heap that almost drowned us on the way, and got great sighs of relief from everyone.

So the first run came, fast time was Bowie's Midget at about :55.5. Ian and Mel both went off-course and took No Time. I went out and went very slow, being very careful not to bash a pylon or miss a gate and used third gear, even, for :54.5. Walked back to Ian and tried to keep a straight face.

Second run - some guy in a TVR gets :53.5, a bunch of 54.0's. Which mean's we're in trouble.

Ian does a terrible looking run, just about spinning, but it's

good for :52.6. Oh ecstasy! Mel does :54.9. And the hero, Dean, leaves to set fast time again, and impress the natives. Leaves driver's window open and some rain lands on steering wheel just as he's lining up for a fast gate. Proceeds to do thrilling 360 under power as Ian drops his (my) camera and runs for cover as put a tire track right where his foot used to be.

Another 998 Cooper looks very quick but only does :56.1.

TVR does third run in :52.0, and it was a fantastic one. BMW 2002 gets :53.0, and bunch of cars are in around :53.5. Leaving us in second, fifth and about tenth. Bad show.

Ian goes and puts it to them with :50.0. Only one car now that can beat him, but doesn't. Mel does a very nice :52.8, just squeaking under Dyer's BMW. Dean manages a bloody terrible :53.1, over three seconds off Ian. Last time we ran three cars we were .6 seconds apart for the three.

So we got 1-2-3 in class, first & third over-all. The mind boggles at what twice the power for the rest of the season will do.

We finally got last year's trophies as well. Good weekend and a very nice event. It's always nice to go down to Red Deer.



"Nice break!"

THIS MONTH'S COVER FEATURES LAST YEAR'S MOST RADICAL CAN-AM CAR - THE AVS SHADOW, WHICH WAS SUPPOSED TO DEBUT AT EDMONTON. IT IS STILL WAITING TO APPEAR IN COMPETITION. IT WAS ANNOUNCED A FEW WEEKS AGO THAT AVS HAS BUILT A SECOND SHADOW THAT WILL BE TESTED SHORTLY. PERHAPS THIS ONE WILL RUN - ALL SORTS OF PROBLEMS WITH HANDLING DUE TO EXTREMELY SMALL WHEELS, ALSO THE CAR IS 40-50 MPH SLOWER THAN THE McLARENS AGAIN DUE TO THE WHEELS. HANG IN THERE GUYS, IT MIGHT RUN YET.

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 AUSMAN, Doug & Barb
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 482-3247
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 465-3707
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THE 1970 GRAND-PRIX SEASON PROMISES TO BE ONE OF THE MOST EXCITING EVER - THERE ARE THREE TOTALLY NEW CARS ENTERED.

TWO - THE MARCH 701 AND THE DE TOMASO 38/1 USE THE FORD-COSWORTH V-8 THAT POWERED JACKY STEWART'S MATRA TO THE CHAMPIONSHIP IN 1969.

THE BRM P153 USES THEIR OWN V-12

IN A BID TO BECOME COMPETITIVE AFTER FOUR LEAN YEARS.

The March is appearing to be a very formidable competitor - with a couple wins and usually with several of the top three places occupied by Marches.

March has the drivers to win - Jacky Stewart, who left Matra when the Ford engine was dropped, Chris Amon, Mario Andretti, and Jo Siffert.

There will be six Marches running

under the March factory, STP, Tyrrell Racing, and John Coombs banners.

The De Tomaso is the first F1 to be RACED by this firm - they built a car in 1962. The De Tomaso uses the popular Cosworth mill and will be entered by Frank Williams for Piers Courage who very potent with a Brabham in 1969.

The BRM P153 is using a 3-litre V-12 of BRM's own design. They are claiming 425hp, versus 430 for the Cosworth, in a car that is right on the weight limit of 1168 lbs. Drivers will be Pedro Rodriguez, George Eaton, and Jackie Oliver. The car could be very quick, but will have to get Cosworth reliability to win.

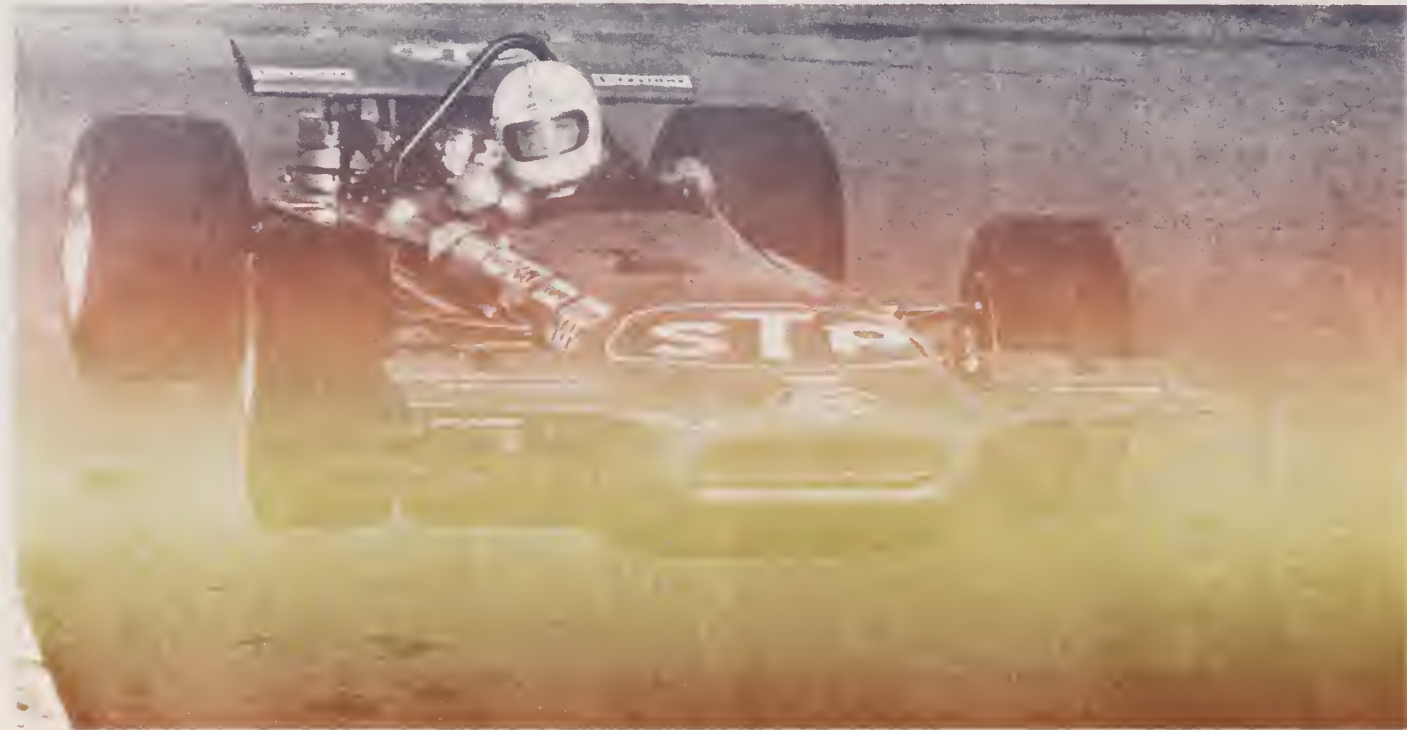
THREE ALL-NEW F1 CARS

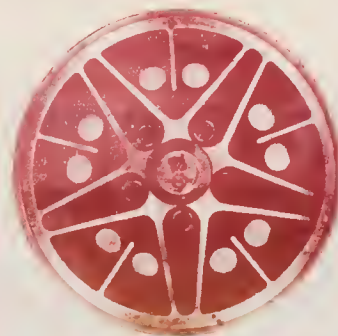
The most interesting aspect of this season is that last year's manufacturers all have new designs as well.

The only car that is not new at the moment is the Lotus 49-C which is an interim car until the radical 72 is ready.

CAN-AM ace McLaren has entered three factory cars - two M14A's for Brucie & Denny with Cosworth engines, and an Alfa-Romeo V-8 M7A for Andrea de Adamich.

At the '69 Monza GP the first FIVE cars were .2 (!) seconds apart after 200 miles of racing. With all the potentially good cars entered there should be some damn good racing. Too bad we don't have cable TV so we can see it like the Americans.





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SPRING THAW RALLY

OUR ESTEEMED EDITOR has surpassed himself in his efforts to find material for THE SUMP.

He said to himself, " I'll find a novice navigator and win all the marbles at the next rally." So he DID - almost - with an IBM computer disguised as a beautiful brunette, and proceeded to zero all but one control. Alas, Bill Montgomery spoiled the plan by zeroing ALL the controls. Mike and Eleanor picked up 2 lates at CP5. Maybe he had to give his (w)ailing engine a rest? But still a navigator who does so well on her very first rally deserves a great deal of praise.

The run: was well received by most of the competitors- Benbow found it refreshing to run an event without some trick hidden in every instruction. However one frustrated competitor threatened to split the organisers head open when he eventually found CP3. Another crew found the tulips so easy they turned around in sight of the Europa (well camouflaged behind a CP sign) and headed back into the oil-field to look for their mistake. AND SOB, THEY WOULD HAVE BEEN ON TIME!

The rally started from the Westward 66 with 18 crews, 10 novices. The novices were given instructions similar to the experts'. The novice included simplified timing with fewer speed changes, tulip diagrams in correct order, and mileages at potentially ambiguous turns. Novices also had a sheet explaining timing, diagrams, etc.

Three crews failed to finish.

The route ran south of Hwy 16 and passed through the sand hills, an oil field near Golden Spike, and back home via the Winterburn Indian Reservation.

SPRING THAW RALLY, CONT'D:

At least two people got stuck - a Volvo was immobilised by a mud-hole but was boosted out by a friendly horse. And a Rambler had problems in soft sand at CP4.

The organiser was faced with a minor problem with instruction "TL Dynamic 88" before CP7. The wrecked Olds turned out to be a little too dynamic and disappeared over the hill leaving a trail of glass and rust. So RC77 was stuck in its place.

If there was a prize for the neatest cornering at the tight little curve just before CP7 it would have to go to the Fiat 124. Our autocross people may have to be content with second place this year if that 124 decides to compete in the AAC.*

Thanks to Bob & Jack for their suggestions, to all the check-pointers, and to Imperial Oil for their little road.

*Get your foot out of your mouth Lorne, see Competition section for latest Team Sutul Victory. Ed.



Tea time at Rolls-Royce.

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CORKSCREW RUSTLERS RALLY rallye motors

On April 25th we entered our first 1970 ARC event, which was organised by the Central Alberta Sports & Light Car Club.

The event started at 8pm and proceeded east into cattle country. Zeroed the first three CP's, then, a few miles later, the fun began.

The next instruction was: "Turn Right at Stop". We were bombing down the road and I saw a "Stop" (?) sign, "Stop" and "Slow" look alike, and turned right. Following instruction was "Turn Left", which lead to a dead-end, backed up and tried for another left.

As we drove down the road things started to look a bit unusual, but another set of lights was coming up behind us. Thinking it was another rally car I continued. Then bingo, right into the middle of a feed lot.

I turned around and started out, but the other vehicle blocked the way.

Guess who?...Rancher Brown, half-looped, holding a rifle, and mad because we were on his road. I got out of the car, tried to explain why and how we got there but no dice. Rancher Brown was after rustlers and we were the culprits. We had to give our names, addresses, etc. Finally after 20 minutes we were allowed to continue. We maxed the next CP by one minute.

The remainder of the rally was dusty and fast and we ended with 24 points- and out of the money.

We felt the route was nicely laid out, the averages were mostly 45, with a few gain x seconds. How you gain 40 secs at a point is beyond us.

A few more mileages, at T's, and cautions for traffic could have been given. We might even go back for the Ultra, a tip of the hat to Don Sharpe & Al Scott for an enjoyable event.

P.S.: Why were the CP's thrown out in the third leg, where you looped into a CP three times?

Bennie & Lennie



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THE FOLLOWING TWO PAGES SHOW CUT-AWAY DRAWINGS OF THE FERRARI 512S AND PORSCHE 917.

BOTH CARS STAGED AN ABSOLUTELY SPECTACULAR RACE DURING THE " 24 HOURS OF DAYTONA " WHICH THE GULF-WYER 917'S EVENTUALLY TOOK 1-2.

THE RACE ENDED WITH SIFFERT IN THE SECOND PLACE PORSCHE CHOPPING THREE SECONDS A LAP OFF ANDRETTI IN THE FERRARI AFTER THE LAP-TIMERS MISTAKENLY PUT ANDRETTI IN SECOND. SIFFERT CAUGHT AND PASSED ANDRETTI IN THE FINAL LAPS.

APPARENTLY THE RACE WAS QUITE LEISURELY, BEING 24 HRS. LONG, AND THE BEST THE PORSCHEs AND FAZZ-AZZS COULD MANAGE WAS 200MPH IN THE PIT STRAIGHT!!

PORSCHE SUPPOSEDLY HAVE A NEW 4.9 LITRE ENGINE COMING, AS WELL AS A 6.5 LITRE FOR THE CAN-AM. THEY TOOK FOURTH IN THE SERIES LAST YEAR WITH A 4.5 LITRE, AND THE 6.5 SHOULD BE A RATHER HAIRY THING.

Porsche 917 Specifications

Flat 12, DOHC, 24 valves

4.5 litres, 10.5:1 Comp.,

560bhp (DIN) @ 8400

361 ft. lbs. torque @ 6600

4spd trans-axle, fully synchronized

rack & pinion steering, 2 turns

lock to lock, 42 ft. turning circle

1980 lbs. race weight

36.2 inches high, 165 long, 74 wide

31.6 gals. fuel, 7.9 gals. oil

\$35,000 FOB Factory

Ferrari 512S Specifications

60° V-12, DOHC, 48 valves

5 litres, 11.8:1 Comp.

550bhp (DIN) @ 8500

350 ft. lbs. torque @ 6700

5spd trans-axle, fully sync

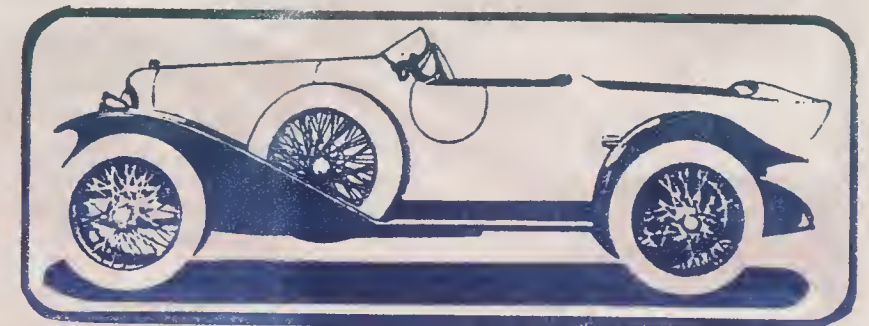
4.25/10.50 X 15 front tires

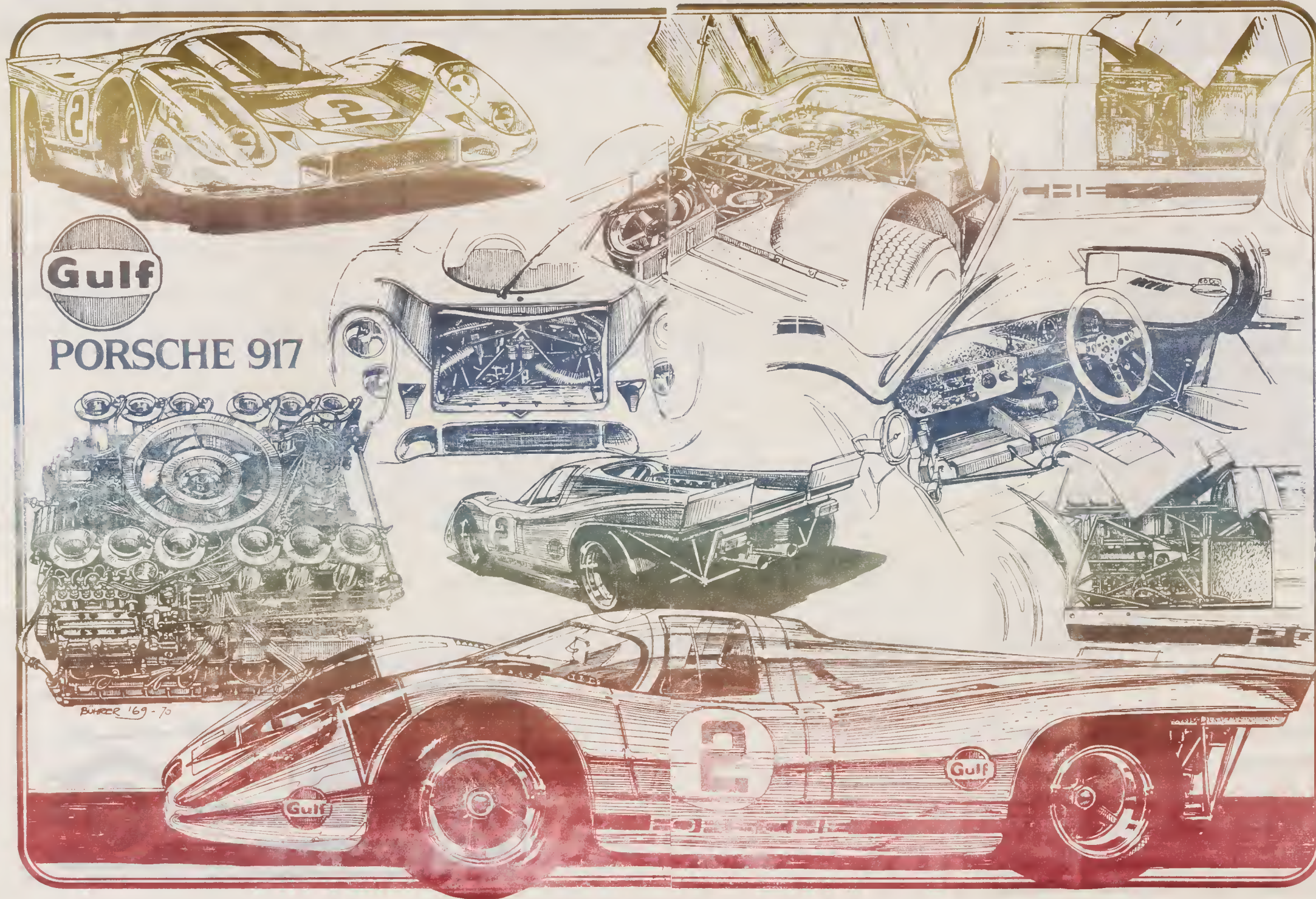
6.00/15.50 X 15 rear

2070 lbs. race weight

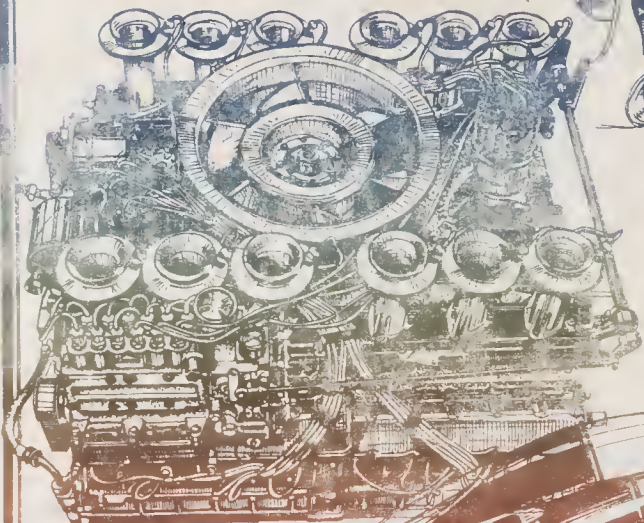
*38.2 inches high, 160 long,
79 wide*

\$40,000 FOB Factory

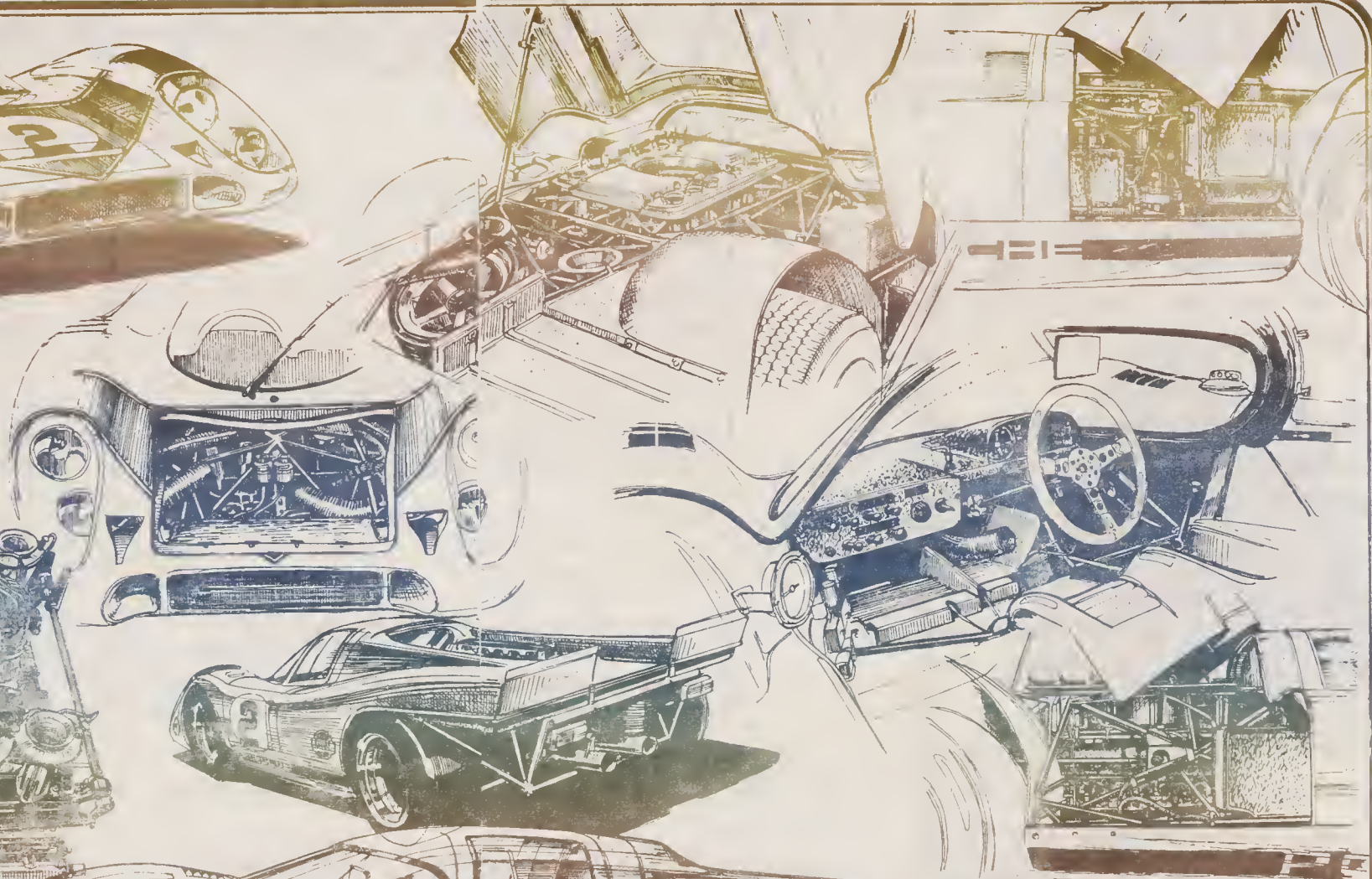


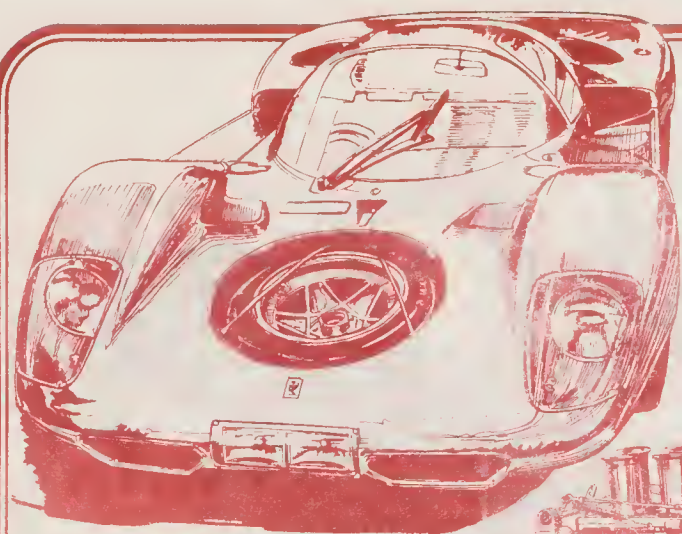


PORSCHE 917

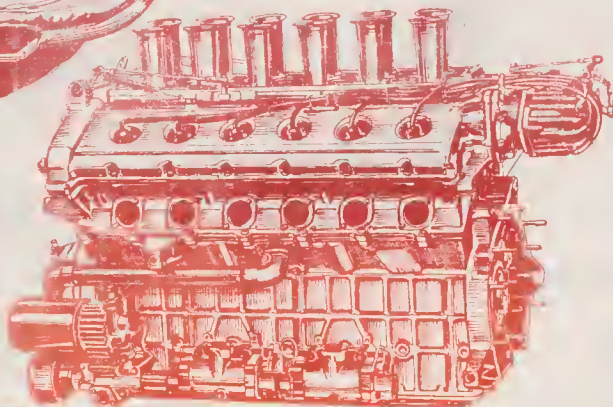


BURGER 169-70

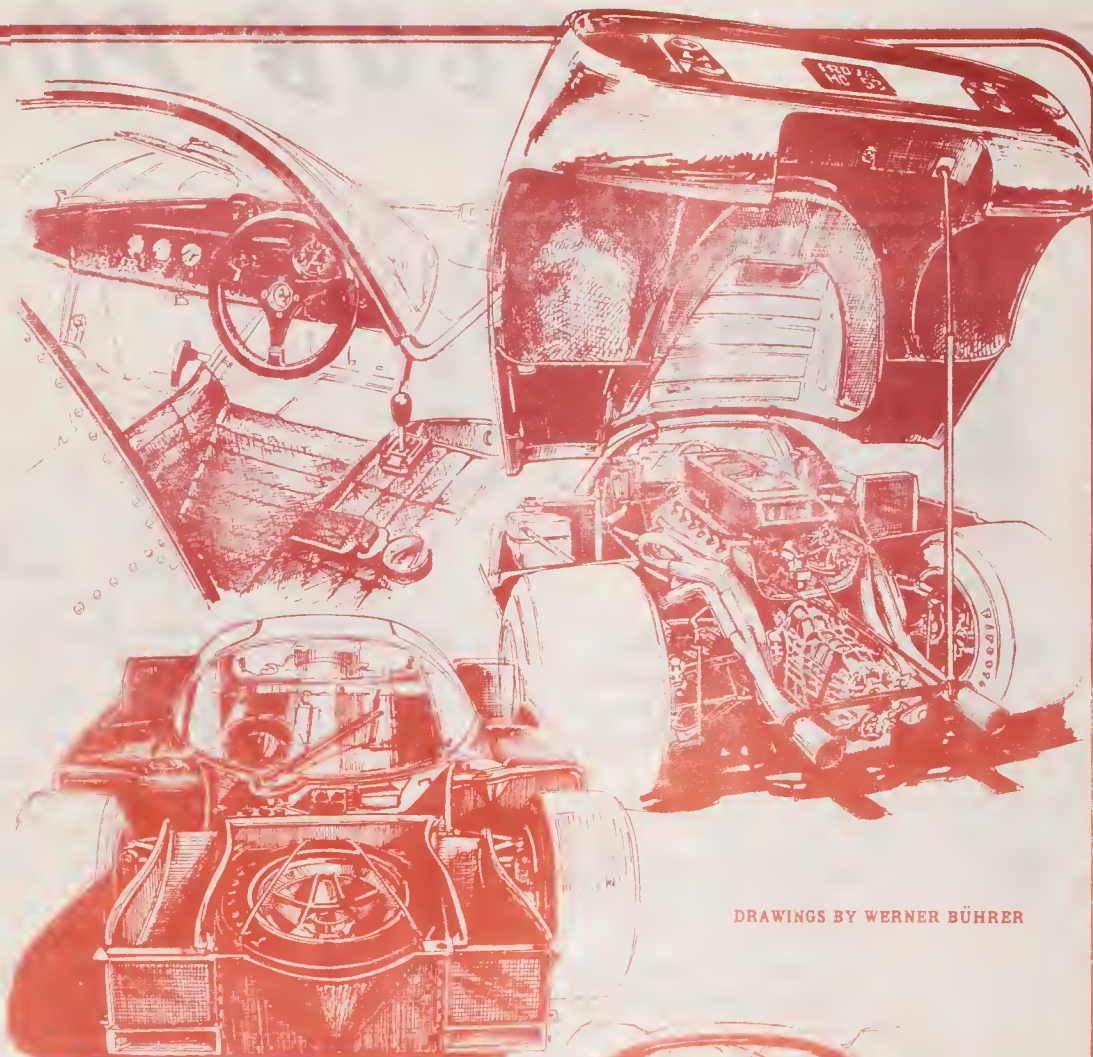




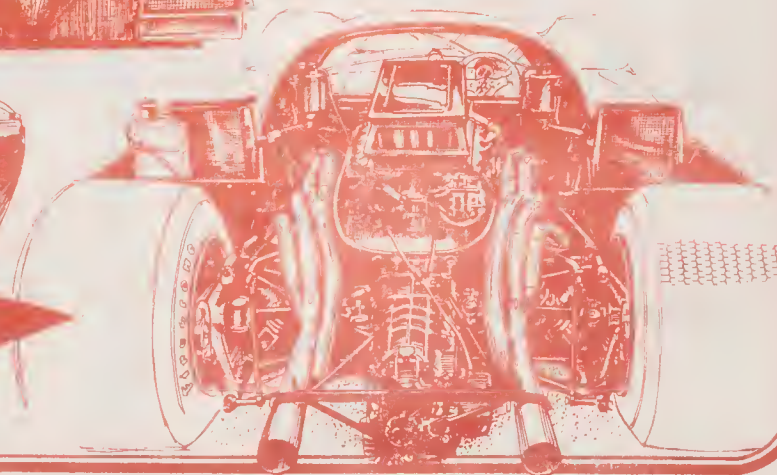
FERRARI 512/S



BÜHRER '70



DRAWINGS BY WERNER BÜHRER



CLUB POINTS



"He says any Italian 600 can beat any English 850."

			Reg. Run Mike Gow	Klondike Jack Bendle	The Bottom Paul Campbell	Spring Thaw Lorne Cameron	NASCC Rally	Driver	Navigator	Organizer		
				27 o	13 d	12 d		25		27	52	
						12 n			12		12	
				32 d	29 d	19 d	17 d	97			97	
						2 d		2			2	
						2 n			2		2	
			10 o	27 o						37	37	
			10 o	27 o						37	37	
DRIVER	Murray Munsie	132										
	Phil Barchard	97			17 d	22 d	27 n	39	49		88	
	Jim Retallack	45	20 n	2 n	26 o	15 o	14 d	14		96	110	
	Paul Campbell	43		55 o						27	27	
	Mike Dean	40		27 o						27	27	
				27 o								
				43 n	2 n				45		45	
				18 d		31 o		18		46	64	
			15 o	43 d	30 o			43		30	73	
NAV.	Brian Samuel	97			17 o					17	17	
	Bill Montgomery	89			30 o					30	30	
	Allen Benbow	49			17 o			8		27	35	
	Mark Burggren	45	10 o	8 d						27	27	
	Snirley Johnson	21		27 o				18		10	28	
				14 d		26 d		40			40	
				27 o	17 o					44	44	
			20 o	18 n		15 o			18	35	53	
ORG.	Jack Bendle	96	20 d	18 n	2 d	8 d	8 d	38	18		56	
	Bob Leonard	81			9 d	2 d	10 o	21			21	
	Lorne Cameron	46			9 n	2 n	10 n		21		21	
	Chris Dean	44		42 o	17 o	22 o	14 n		14	81	95	
	Bill Montgomery	42		27 o						27	27	
				14 n		16 d		16	14		30	
			2 d	27 o				2		27	29	
				27 o						27	27	
				42 o	34 n	31 n	24 n		89	42	131	
OVERALL	Murray Munsie	132		27 o						27	27	
	Bill Montgomery	131		43 d	34 d	31 d	24 d	132			132	
	Jack Bendle	110		27 o						27	27	
	Phil Barchard	97		2 d		16 d	27 d	45			45	
	Brian Samuel	97		32 n	29 n	19 n	17 n		97		97	



ROTARY MAZDA DEBUTS ALBERTA RALLY SCENE!!!

MAZDA!!! The word will soon strike terror in the hearts of Nissan pilots.

Our Mazda R-100 sporting the revolutionary Wankel engine showed its stuff in the Corkscrew VI. It has to be, without a doubt the finest car I've ever rallied in. No car can match it for it's handling and performance.

Punching out 110 hp for 1800 lbs (Editors Snidey: As opposed to Team Sutul's "S" with 110 hp for 1400 lbs) and having a rev-range to 8,000 (Editors second snidey: as opposed to 8,400 in Ian's) will put the Mazda way out in front for competition.

The acceleration is amazing, 0-60 in about 13 seconds (ED: 9.2), but get this 80-90 in 5. With only 4,000 revs at 80mph there is plenty left.

We'll be hitting all the Nationals west of Winnipeg, and all Prairie Regionals, so we should have a good idea of the car's overall performance by this fall. If you want to try it out, say hello to Bob Leclaire of Rallye Motors, our new club member, or twist Murray's arm.

Monty & Munsie

G.B. MOTORS LTD.

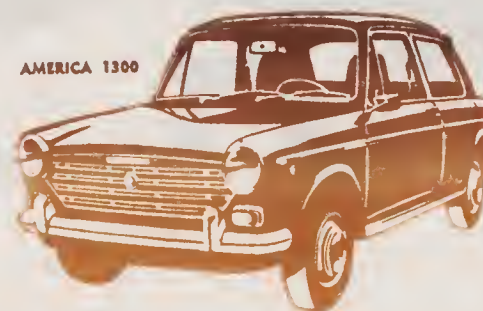
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DUE TO THE POSTAL STRIKE WHICH IS IMMINENT, I
DIDN'T HAVE TIME TO COMPLETE THE SUTUL REMINDER...
BUT STAY TUNED FOR THE COLUMN NEXT MONTH REGARDING
MANY THINGS: THE CORKSCREW FIASCO; THE NASCC DAIRY
POOL RACE MEET, AND SOME INSIDE DOPE ON THE
FORMULA A RACE....PLUS THE LATEST PICTURES OF OUR
CAN AM CAR AS IT NOW STANDS.

WHAT HAPPENED TO THE WAINBERG RACING TEAM CHALLENGE?
WE HAVEN'T HEARD ANY MORE FROM THEM. MUST BE AFRAID
THEY WILL LOSE THEIR CAR!!!

*****THE SUTUL S O B RUNS SUNDAY JUNE 7 FOR SURE. PHONE TO CONFIRM YOUR ENTRY

430-3751

A SUTUL REMINDER...

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